


228831

2010-189T

	USDOT# 1856283		Legal: ROYAL LIMOUSINE LLC	
			Operating (DBA):	
MC/MX #:		Id #:		
Review Type: Safety Audit - New Entrant		Location of Review/Audit: Company Facility in the U.S.		
Scope: Entire Operation		Territory: F		
Operation Types		Interstate	Intrastate	
Carrier:	N/A	Non-HM		
Shipper:	N/A	N/A		
Cargo Tank:	N/A			
Business: Corporation		Gross Revenue: \$60000 for year ending: 12/31/2010		
Company Physical Address:				
104 WINTHROP STREET CLOVER, SC 29710, UNITED STATES				
Contact Name: DAVID SMITH				
Phone numbers: (1) 7047793118		(2)	Fax	
E-Mail Address: royallimousine@juno.com				
Company Mailing Address:				
104 WINTHROP STREET CLOVER, SC 29710, UNITED STATES				
Carrier Classification				
Other				
Cargo Classification				
Passengers				
Does carrier transport placardable quantities of HM? No				
Is an HM Permit required? No				
Driver Information				
	Inter	Intra	Average trip leased drivers/month: 0	
< 100 Miles:	0	2	Total Drivers: 2	
>= 100 Miles:	0	0	CDL Drivers: 1	
Equipment				
	Owned	Term Leased	Trip Leased	
Limousine, 9-15	1	0	0	Limousine, 16+
	1	0	0	
Power units used in the U.S.:		2		
Percentage of time used in the U.S.:		100		





ROYAL LIMOUSINE LLC
USDOT#: 1856283

Review Date:
3/23/2011

Part A

QUESTIONS regarding his report or the Federal Motor Carrier Safety or
Hazardous Materials rules may be addressed to the Office of Motor Carriers at:
South Carolina State Transport Police, Motor Carrier Compliance Unit
10311 Wilson Boulevard / PO Box 1993
Blythewood, SC 209016

This SAFETY AUDIT will be used to assess your safety compliance.

Person(s) Interviewed:

Name: DAVID SMITH

Title: PRESIDENT





ROYAL LIMOUSINE LLC
USDOT#: 1856283

Review Date:
3/23/2011

Part B - Questions and Answers

An asterisk (*) beside an answer indicates an area of non-compliance by the motor carrier, and negatively affects the results of the audit.

Question General # 1 Section # 387.7(a) Acute Does the carrier have the required minimum level of financial responsibility in effect (property carrier)?	Answer N/A
Comments	
Question General # 2 Section # 387.7(d) Critical Does the carrier have required proof of financial responsibility (property carrier)?	Answer N/A
Comments	
Question General # 3 Section # 387.31(a) Acute Does the carrier have the required minimum level of financial responsibility in effect (passenger carrier)?	Answer N/A
Comments	
Question General # 4 Section # 387.31(d) Critical Does the carrier have required proof of financial responsibility (passenger carrier)?	Answer N/A
Comments	
Question General # 5 Section # 13901 (392.9a(a)(1)) Is the motor carrier authorized to conduct interstate operations in the United States?	Answer N/A
Comments	
Question General # 6 Section # 390.15(b)(1) Can the carrier provide a complete accident register of recordable accidents?	Answer Yes
Comments	
Question General # 7 Section # 390.15(b)(2) Critical Does the carrier have copies of all accident reports required by States or other government entities or insurers?	Answer N/A
Comments Carrier had no accidents in last 365 days	
Question General # 8 Section # 390.3(e) Is the carrier knowledgeable of the FMCSRs/HMRs?	Answer Yes
Comments	



Question General # 9 Section # 390.21 Does the carrier know the commercial motor vehicles marking requirements? Comments	Answer Yes
Question Driver # 1 Section # 391.51(a) Critical Does the carrier maintain complete driver qualification files? Comments Carrier missing some required documents	Answer No *
Question Driver # 2 Section # 391.11(b)(4) Acute Is the carrier using physically qualified drivers? Comments	Answer Yes
Question Driver # 3 Section # 391.45(a), 391.45(b) Critical Does available evidence indicate the motor carrier has used a driver without a medical certificate or with an expired medical certificate? Comments	Answer No
Question Driver # 4 Section # 391.15(a) Acute Is the carrier using any disqualified drivers? Comments	Answer No
Question Driver # 5 Section # 391.51(b)(2) Critical Does the carrier maintain driving inquiry data in driver qualification files? Comments	Answer Yes
Question Driver # 6 Section # 382.115(a), 382.115(b) Acute Has the carrier implemented an alcohol and/or controlled substances testing program? Comments	Answer Yes
Question Driver # 7 Section # 382.213(b) Acute Has the carrier used drivers who have used controlled substances? Comments	Answer No
Question Driver # 8 Section # 382.215 Acute Has the carrier used a driver who has tested positive for a controlled substance? Comments	Answer No



Question Driver # 9 Section # 382.201 Acute Has the carrier used a driver known to have an alcohol concentration of 0.04 or greater?	Answer No
Comments	
Question Driver # 10 Section # 382.505(a) Acute Has the carrier used a driver found to have an alcohol concentration of .02 or greater but less than .04 within 24 hours of being tested?	Answer No
Comments	
Question Driver # 11 Section # 382.301(a) Critical Has the carrier ensured that drivers have undergone testing for controlled substances prior to performing a safety sensitive function?	Answer Yes
Comments	
Question Driver # 12 Section # 382.303(a) Critical Has the carrier conducted post accident testing on drivers for alcohol?	Answer N/A
Comments No accidents in the last 365 days	
Question Driver # 13 Section # 382.303(b) Critical Has the carrier conducted post accident testing on drivers for controlled substances?	Answer N/A
Comments Carrier had no accident in the last 365 days	
Question Driver # 14 Section # 382.305 Acute Has the carrier implemented random testing program?	Answer Yes
Comments	
Question Driver # 15 Section # 382.305(b)(1) Critical Has the carrier conducted random alcohol testing at an annual rate of not less than the applicable annual rate or prorated rate of the average number of driver positions?	Answer Yes
Comments	
Question Driver # 16 Section # 382.305(b)(2) Critical Has the carrier conducted controlled substance testing at the applicable prorated rate of not less than the applicable annual rate of the average number of driver positions?	Answer Yes
Comments	
Question Driver # 17 Section # 40.305(a) Has the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive functions?	Answer N/A
Comments	



<p>Question Driver # 18 Section # 40.309(a) Is the carrier conducting follow-up testing as directed by the Substance Abuse Professional?</p> <p>Comments</p>	<p>Answer N/A</p>
<p>Question Driver # 19 Section # 382.211 Acute Has the carrier used a driver who has refused to submit to an alcohol or controlled substances test required under Part 382?</p> <p>Comments</p>	<p>Answer No</p>
<p>Question Driver # 20 Section # 382.503 Critical Has the carrier used a Substance Abuse Professional as required by 49 CFR Part 40 Subpart O?</p> <p>Comments</p>	<p>Answer N/A</p>
<p>Question Driver # 21 Section # 383.23(a) Critical Has a driver operated a commercial motor vehicle without a current operating license, or a license, which hasn't been properly classed and endorsed?</p> <p>Comments</p>	<p>Answer No</p>
<p>Question Driver # 22 Section # 383.37(a) Acute Has the motor carrier knowingly allowed it's drivers who's CDLs have been suspended, revoked or canceled by a state, have lost the right to operate a CMV in a State, or have been disqualified from operating a CMV to operate a commercial motor vehicle?</p> <p>Comments</p>	<p>Answer No</p>
<p>Question Driver # 23 Section # 383.51(a) Acute Has the motor carrier knowingly allowed, required, permitted, or authorized a driver to drive who is disqualified to drive a commercial motor vehicle?</p> <p>Comments</p>	<p>Answer No</p>
<p>Question Operations # 1 Section # 395.1(e)(1), 395.1(e)(2) Does the carrier have a system for recording hours of duty status on 100/150- mile radius drivers, and are they properly utilizing the 100/150 air-mile radius exemption?</p> <p>Comments</p>	<p>Answer Yes</p>
<p>Question Operations # 2 Section # 395.8(a) Critical Does the carrier require drivers to make a record of duty status?</p> <p>Comments Time card system</p>	<p>Answer Yes</p>
<p>Question Operations # 3 Section # 395.8(i) Critical Does the carrier require drivers to submit records of duty status within 13 days?</p> <p>Comments Submit record of duty on every trip.</p>	<p>Answer Yes</p>



<p>Question Operations # 4 Section # 395.8(k)(1) Critical</p> <p>Can the carrier produce records of duty status and supporting documents for selected drivers?</p> <p>Comments</p>	<p>Answer</p> <p>Yes</p>
<p>Question Operations # 5 Section # 395.3(a)(1) Critical</p> <p>Has the carrier allowed driver(s) to exceed the 11-hour rule? (Property)</p> <p>Comments</p>	<p>Answer</p> <p>N/A</p>
<p>Question Operations # 6 Section # 395.3(a)(2) Critical</p> <p>Has the carrier allowed driver(s) to exceed the 14-hour rule? (Property)</p> <p>Comments</p>	<p>Answer</p> <p>N/A</p>
<p>Question Operations # 7 Section # 395.3(b)(1) Critical</p> <p>Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Property)</p> <p>Comments</p>	<p>Answer</p> <p>N/A</p>
<p>Question Operations # 8 Section # 395.3(b)(2) Critical</p> <p>Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Property)</p> <p>Comments</p>	<p>Answer</p> <p>N/A</p>
<p>Question Operations # 9 Section # 395.5(a)(1) Critical</p> <p>Has the carrier allowed driver(s) to exceed the 10 hour rule? (Passenger)</p> <p>Comments</p>	<p>Answer</p> <p>No</p>
<p>Question Operations # 10 Section # 395.5(a)(2) Critical</p> <p>Has the carrier allowed driver(s) to exceed the 15 hour rule? (Passenger)</p> <p>Comments</p>	<p>Answer</p> <p>No</p>
<p>Question Operations # 11 Section # 395.5(b)(1) Critical</p> <p>Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Passenger)</p> <p>Comments</p>	<p>Answer</p> <p>No</p>
<p>Question Operations # 12 Section # 395.5(b)(2) Critical</p> <p>Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Passenger)</p> <p>Comments</p>	<p>Answer</p> <p>No</p>



Question Operations # 13 Section # 395.8(e) Critical Does available evidence indicate a selected driver has prepared a false record of duty status? <u>Comments</u>	Answer No
Question Operations # 14 Section # 392.2 Critical Does the motor carrier ensure that drivers operate commercial motor vehicles in accordance with the laws, ordinances, and regulations of the jurisdictions in which they are operating? <u>Comments</u>	Answer Yes
Question Operations # 15 Section # 392.9(a)(1) Critical Does the carrier ensure that drivers are not permitted to drive a vehicle without the cargo properly distributed and adequately secured? <u>Comments</u>	Answer N/A
Question Operations # 16 Section # 392.4(b) Acute Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, narcotic drugs, amphetamines, or any other substances capable of rendering the drivers incapable of safely operating motor vehicles? <u>Comments</u>	Answer No
Question Operations # 17 Section # 392.5(b)(1) Acute Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, intoxicating beverages? <u>Comments</u>	Answer No
Question Operations # 18 Section # 392.5(b)(2) Acute Have any drivers operated a commercial motor vehicle within 4 hours of having consumed intoxicating beverages? <u>Comments</u>	Answer No
Question Maintenance # 1 Section # 396.3(b) Critical Can the carrier produce maintenance files for requested vehicle(s)? <u>Comments</u>	Answer Yes
Question Maintenance # 2 Section # 396.17(a) Critical Can the motor carrier produce evidence of periodic (annual) inspections for selected vehicles? <u>Comments</u>	Answer Yes
Question Maintenance # 3 Section # 396.11(a) Critical Does the motor carrier require drivers to complete vehicle inspection reports daily? <u>Comments</u> Carrier was not aware of this	Answer No *



Question Maintenance # 4 Section # 396.11(c) Acute Does the carrier ensure that out-of-service defects listed by the driver in the driver vehicle inspection reports are corrected before the vehicle is operated again?	Answer Yes
Comments	
Question Maintenance # 5 Section # 396.9(c)(2) Acute Does the carrier ensure vehicles that have been declared "out-of-service" do not operate before repairs have been made?	Answer Yes
Comments	
Question Maintenance # 6 Section # 396.19 Is the carrier using qualified inspectors (mechanic) and maintaining evidence of the inspector's qualifications?	Answer Yes
Comments	
Question Maintenance # 7 Section # 396.3 Can the carrier explain its systematic, periodic maintenance program?	Answer Yes
Comments	
Question Other # 1 Section # 375.211 Does the carrier participate in an Arbitration Program?	Answer N/A
Comments	
Question Other # 2 Section # 13702 Does the carrier assess shipper freight charges based upon published tariffs?	Answer N/A
Comments	
Question Other # 3 Section # 375.401(c) Does the carrier provide reasonably accurate estimates of moving charges?	Answer N/A
Comments	
Question Other # 4 Section # 375.407(a), 375.703(b) Has the carrier avoided "hostage freight" or other predatory practices?	Answer N/A
Comments	
Question Other # 5 Section # 387.301(a), 387.301(b) Does the HHG carrier have sufficient levels of public liability and cargo insurance?	Answer N/A
Comments	



<p>Question Other # 6 Section # 375.215</p> <p>Does the carrier have a published tariff and is the motor carrier changing the applicable rate (375.215).</p> <p>Comments</p>	<p>Answer</p> <p>N/A</p>
<p>Question Other # 7 Section # 375.213</p> <p>Can the motor carrier identify the five documents required to be given to a prospective individual shipper prior to executing an order for service?</p> <p>Comments</p>	<p>Answer</p> <p>N/A</p>
<p>Question Other # 8 Section # 37 subpart H</p> <p>Does the carrier have the means to provide accessible over-the-road bus (OTRB) service on a 48-hour advance notice basis by its owned or leased OTRBs?</p> <p>Comments</p>	<p>Answer</p> <p>N/A</p>
<p>Question Other # 9 Section # 37 subpart H</p> <p>If the carrier does not have the means then does the carrier have an arrangement with another carrier that operates accessible OTRBs?</p> <p>Comments</p>	<p>Answer</p> <p>N/A</p>

Note: No Hazardous Materials questions were asked because the carrier does not carry Hazardous Materials in Interstate Commerce.





ROYAL LIMOUSINE LLC
USDOT#: 1856283

Review Date:
3/23/2011

Part B

Your Proposed Safety Audit Result is: **PASS**

Explanation of Scoring Methodology

Factor	Failed Questions		Performance Test Status	Total Points	Factor Status
	Critical	Acute			
1. General	0	0	—	0	PASS
2. Driver	1	0	—	1	PASS
3. Operations	0	0	—	0	PASS
4. Maintenance	1	0	PASS — 0.00 %	1	PASS
5. Hazardous Materials	—	—	—	—	—
6. Accidents	—	—	PASS — 0.00	—	PASS
SUM	2	0		2	PASS

Result: Carrier has adequate basic safety management controls in place.

NOTE: Carrier has the right to request a review of this determination if there are factual or procedural disputes.

HOW THE SA IS SCORED

FACTORS - The Federal Motor Carrier Safety and Federal Hazardous Material Regulations are categorized into six factors. Multiple questions address the various factors. The Part B Question & Answer Report lists the CFR section numbers related to each question.

CRITICAL/ACUTE - Questions are also defined as CRITICAL, ACUTE or neither depending on the significance of the underlying regulation. Questions are assigned a point value if they are incorrectly answered. Critical = 1 and Acute = 1.5. The point values are summed for each factor. Any factor with a point value of 3 or more is marked "FAILED".

OUT OF SERVICE (OOS) RATE - The Driver/Vehicle OOS rate is used in factor #4 as another question. If there have been more than three level 1, 2, or 5 North American Standard Inspections conducted over the past year, they will be summarized. If the summed OOS rate is over 34%, one additional point is assigned to that factor.

CRASH FACTOR - Carriers are defined as urban or non-urban in order to compensate for the higher crash risk of urban operations. Urban carriers are defined as those that operate within a 100 air-mile radius. The crash rate for a carrier is calculated as accidents per million miles traveled. Factor #6 is "FAILED" if the urban carrier crash rate exceeds 1.7 or the non-urban carrier crash rate exceeds 1.5.

OVERALL STATUS DETERMINATION - Any carrier with 3 or more "FAILED" factors is deemed to have failed the Safety Audit by having inadequate safety management controls in place to operate in the U.S.



19. Review with your drivers periodically the procedures for doing pre-trip and post-trip inspections. Ensure that safety defects reported by drivers on their Vehicle Inspection Reports (VIR) are repaired before the vehicle is re-dispatched. Require drivers to prepare Vehicle Inspection Reports on a daily basis. Keep them on file for 90 days.
20. This report contains citations of regulations that are deemed serious in nature and could result in penalties against your company and/or your drivers.
21. A complete Educational and Technical Assistance package entitled "A MOTOR CARRIER'S GUIDE TO IMPROVING HIGHWAY SAFETY" is available free on the FMCSA website to assist you in complying with the safety regulations. It contains many forms and documents useful for improving the safety of your operations. Check: www.fmcsa.dot.gov/factsfigs/eta/index.html.
22. Ensure that all drivers subject to pre-employment, random, reasonable cause, post accident, return to duty, and/or follow-up controlled substance testing are tested as required by 49 CFR Parts 40 and 382 of the FMCSR.
23. Establish a system to control passenger-carrying drivers' hours of service. Do not dispatch drivers who don't have adequate hours available to complete assigned trips legally. Do not allow drivers to exceed the 10, 15, and 60/70-hour limits.
24. For questions about DOT numbers or biennial updates: 800-832-5660 or 703-280-4001
For questions about licensing, authority or MC numbers: 202-366-9805
For questions about insurance: 202-385-2423
For household goods complaints: 888-DOT-SAFT (888-368-7238)
25. Notice: A pattern of and/or repeated violations of the same or related acute or critical regulations will cause the maximum penalties allowed by law to be assessed under Section 222 of the Motor Carrier Safety Improvement Act of 1999 (MCSIA). A pattern of violations means two or more violations of acute and/or critical regulations in three or more Parts of Title 49, Code of Federal Regulations discovered during any eligible investigation. Repeated violations means violation(s) of an acute regulation of the same Part of Title 49, Code of Federal Regulations discovered in an investigation after one or more closed enforcement actions within a six year period and/or violation(s) of a critical regulation in the same Part of Title 49, Code of Federal Regulations discovered in an investigation after two or more closed enforcement actions within a six year period.
26. To better understand your company's responsibilities under the Department of Transportation's Americans with Disabilities Act (ADA) regulations concerning accessibility of over-the-road buses, review the information on the Federal Motor Carrier Safety Administration's Web site at:
<http://www.fmcsa.dot.gov/rules-regulations/bus/company/ada-guidelines.htm>
27. Provide pre-trip safety information to motorcoach passengers. For information about the Basic Plan for Motorcoach Passenger Safety Awareness that was published by the Federal Motor Carrier Safety Administration, go to the Agency's Web site at:
<http://www.fmcsa.dot.gov/about/outreach/bus/bus-safety-awareness-plan.htm>
28. Copies of the regulations, forms, interpretations, and manuals are available from a variety of sources. Check the FMCSA website for a current list of suppliers. www.fmcsa.dot.gov/safety-security/eta/index.htm
29. Conduct periodic internal reviews of your driver qualification, hours of service control, maintenance, accident analysis/reporting, training, and other safety systems to ensure continued compliance with the FMCSR.






Part B Requirements and/or Recommendations

1. Drivers may not have Commercial Driver Licenses (CDLs) from more than one state. Ensure that all drivers have only one current CDL that is not under suspension or revocation. Driver CDLs must also match the correct class of vehicle driven and have applicable endorsements for double/triple trailer, passenger, tank vehicle and/or hazardous material operation.
2. Obtain a copy of each driver's driving record and review it annually.
3. Review the circumstances under which a CDL is required. CDL and drug testing rules apply to both interstate and intrastate commerce.
4. Ensure that drivers provide a 10-year employment history on their employment application.
5. Ensure that all drivers are fully and properly qualified before operating in interstate commerce. Maintain a complete file as required for each driver, documenting the qualification process.
6. Maintain all required controlled substance testing records including yearly summaries, quarterly summaries, test information, test results, records of training etc., as required by 49 CFR Parts 40 and 382 of the FMCSR.
7. Use of radar detectors or similar devices on commercial vehicles is illegal. Do not require or permit drivers to use them. Take appropriate disciplinary action against drivers if they are using such devices.
8. Do not schedule or require drivers to make trips requiring them to exceed posted speed limits in order to complete the run within the hours of service limits.
9. Require all drivers to prepare complete and accurate records of duty status for each day, and to submit them within 13 days. Maintain all duty status records on file, with all supporting documents, for at least 6 months.
10. Ensure that all documents supporting records of duty status (such as toll, fuel repair and other on-the-road expense receipts, as well as invoices, bills of lading, dispatch records, etc.) are kept on file for at least 6 months.
11. Obtain from any driver used for the first time (or intermittently) a signed statement showing the total time on-duty during the preceding seven (7) days and the time at which the driver was last relieved from duty.
12. Toll receipts and other on-the-road expense receipts, invoices, bills of lading, dispatch records, and other "supporting document" must be kept on file for six (6) months. This requirement also applies to records generated by the use of owner-operators. You may keep legible photocopies in lieu of originals.
13. If you want some drivers to use the 100 air-mile radius exemption, make sure that the drivers meet all terms of the exemption, including being released from duty no more than 12 hours from when they report for duty. Logs must be prepared if a driver does not meet the 12 hour requirement.
14. Ensure that all drivers' records of duty status (logs) are accurate. Check them against "supporting documents" to verify accuracy. Prohibit falsification of logs by any driver. Review the rules on supporting documents. Take appropriate action against drivers who falsify logs.
15. Establish a systematic maintenance records program for all vehicles. Maintain a complete file for each subject vehicle, recording all repair, maintenance and inspection operations performed.
16. Require all drivers to prepare a written inspection report for each day a vehicle is operated. Ensure that each report is signed by the driver, certified, and reviewed if defects are reported.
17. Keep all driver vehicle inspection reports, signed, certified, and reviewed as required on file for at least 90 days.
18. Ensure that the persons or entities that perform preventative maintenance inspections on your equipment are abiding by agreed time or mileage intervals. Ensure that records are kept of such periodic preventative maintenance inspections. Take corrective action, if schedules are not being adhered to.



	USDOT# 1856283	Legal: ROYAL LIMOUSINE LLC	
	Operating (DBA):		
MC/MX #:		Id #:	
Review Type: Safety Audit - New Entrant - Receipt		Location of Review/Audit: Company Facility in the U.S.	
Scope: Entire Operation		Territory: F	
Operation Types		Interstate Intrastate	
Carrier:	N/A	Non-HM	
Shipper:	N/A	N/A	
Cargo Tank:	N/A		
Business: Corporation			
Gross Revenue: \$60000		for year ending: 12/31/2010	
Company Physical Address:			
104 WINTHROP STREET CLOVER, SC 29710, UNITED STATES			
Contact Name: DAVID SMITH			
Phone numbers: (1) 7047793118		(2)	Fax
E-Mail Address: royallimousine@juno.com			
Company Mailing Address:			
104 WINTHROP STREET CLOVER, SC 29710, UNITED STATES			
Report Summary			
Report		# of Pages	
Part A - General		2	
Part B - Questions & Answers		8	
Part B - Proposed Result		1	
Part B - Recommendations		2	
Audit Receipt Page		1	
Total Pages:		14	
<p>Disclaimer: By signing below, I acknowledge that I have received a copy of this review/audit and agree with the total number of pages indicated (above) for each document. My signature does not imply agreement with the findings of the review/audit, however they have been discussed in detail with me.</p>			
<p>QUESTIONS regarding his report or the Federal Motor Carrier Safety or Hazardous Materials rules may be addressed to the Office of Motor Carriers at:</p> <p>South Carolina State Transport Police, Motor Carrier Compliance Unit 10311 Wilson Boulevard / PO Box 1993 Blythewood, SC 209016</p>			
This SAFETY AUDIT will be used to assess your safety compliance.			
Person(s) Interviewed:			
Name: DAVID SMITH		Title: PRESIDENT	
Reported By:	Title: S/T	Code: SC0009	Date: 3/23/2011
Received By:	Title: Driver	24 March 2011	

